

## REMARKS

Claim 1 is pending. Claim 1 is amended to correct an editorial error. No new matter is added.

Claim 1 was rejected under 35 U.S.C. § 103(a) as being unpatentable over Chimizard (U.S. Patent No. 4,286,643) in view of Beers (JP 7-266454) and optionally in view of either one of Chien (U.S. Patent No. 3,563,294) or Reinowski (U.S. Patent No. 3,042,098). This rejection is traversed.

The tire according to claim 1 has a sealant chamber defined between an outer liner and an inner liner, wherein **the outer liner is fastened to an inner surface of a tread of a tire body**, and the inner liner is formed of a material having a 300% modulus of 60 kgf/cm<sup>2</sup> or less. Claim 1 requires only that the inner liner be formed of a material of a 300% modulus of 60 kgf/cm<sup>2</sup> or less and the other portions of the tire can be formed of materials of the material of a 300% modulus of 60kgf/cm<sup>2</sup> or less.

Chemizard et al. discloses a pneumatic tire having a lining of puncture sealing product. Chemizard et al. includes an "inner covering 5 [that] is covered by a partitioned lining 6 of puncture self-sealing product...[that] can be made from an open ribbon 20 (FIG. 2) or from an entirely closed ribbon 30 (FIG. 4) or also a partially closed ribbon 40 (FIG. 5) or 50 (FIG. 6)" (column 1, lines 61-64).

It is noted that the Chemizard nowhere teaches or suggests that the ribbon is fastened to an inner surface of a tread of the tire body, as would be required to meet the limitations of the present claim. Chemizard teaches that the ribbon is attached to the inner covering 5 by "winding of the ribbons 20, 30, 40, or 50 around the inner covering 5 on a building drum..." (column 2, lines 60-61).

Additionally, the structure of Chemizard does not result in any "annular sealant chamber...filled with sealant," as required by the present claim.

Additionally, as the Office Action notes, Chemizard is completely silent as to a composition having a 300% modulus of an inner liner.

Beers, which discloses a pneumatic tire having an inner liner of cured rubber compound containing LDPE or LLDPE, fails to make up for the deficiencies in Chemizard. Beers merely teaches a liner that is adhered to or integral with the inside surface of a tire and does not relate to a (inner) liner that cooperates with an outer side liner fastened to a tire tread surface for defining an annular sealant chamber between the two liners. In particular, Beers fails to teach or suggest an outer liner fastened to an inner surface of a tread of a tire body and also fails to teach or suggest an annular sealant chamber filled with sealant, both as required by the present claim.

Regarding a composition having a 300% modulus of an inner liner, Beers nowhere teaches or suggests such a liner spaced by a sealant layer from the inner surface of a tread of the tire body.

Chien, which discloses a puncture sealing band, fails to make up for the deficiencies in Chemizard and Beers. In particular, Chien fails to teach or suggest an outer liner fastened to an inner surface of a tread of a tire body and also fails to teach or suggest an annular sealant chamber filled with sealant and fails to teach or suggest forming (only) the inner liner of a material of a 300% modulus of 60kgf/cm<sup>2</sup> or less, all as required by the present claim.

Reinowski et al., which discloses a puncture-sealant composition and tubeless pneumatic tire, fails to make up for the deficiencies in Chemizard, Beers and Chien. In

particular, Reinowski et al. fails to teach or suggest an outer liner fastened to an inner surface of a tread of a tire body and also fails to teach or suggest an annular sealant chamber filled with sealant fails to teach or suggest forming (only) the inner liner of a material of a 300% modulus of 60kgf/cm<sup>2</sup> or less, all as required by the present claim.

Thus, as elements of the present claim are missing from the cited combination of references, Applicants respectfully submit that the presently claimed invention would not have been obvious thereover for at least these reasons.

Additionally, as Applicant explained in the March 5, 2004, Response, the comparative data in Tables 1 and 2 in pages 4 and 5 of the specification show that the claimed invention can achieve unexpected results compared with prior art pneumatic tires in which the air impervious layer, which is spaced by the sealant chamber from the outer liner, has a 300% modulus of greater than 60 kgf/cm<sup>2</sup>. The data demonstrating the unexpected results achieved by the presently claimed invention is further evidence that the claimed invention would not have been obvious over the cited combination of references.

For at least the above reasons, reconsideration and withdrawal of the rejection of claim 1 under 35 U.S.C. § 103 are respectfully requested.

In view of the amendment and the above reasoning, applicant submits that the application is in a condition for allowance. A Notice of Allowance is believed in order.

Applicant respectfully submits that this application is in condition for allowance and such action is earnestly solicited. If the Examiner believes that anything further is desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact Applicant's undersigned representative at the telephone

number listed below to schedule a personal or telephone interview to discuss any remaining issues.

In the event that the filing of this paper is not deemed timely, Applicant petitions for an appropriate extension of time. Any petition fee for the extension of time and any other fees that may be required in relation to this paper can be charged to Deposit Account No. 01-2300, referencing Attorney Docket No. 107348-00179.

Respectfully submitted,

A handwritten signature in black ink, reading "Robert K. Carpenter". The signature is fluid and cursive, with a horizontal line drawn underneath it.

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